

SITE PLAN ATTACHED

85 CRESCENT ROAD WARLEY BRENTWOOD ESSEX CM14 5JG

CONSTRUCTION OF NEW DWELLING. RESUBMISSION OF REFUSED APPLICATION: 21/00839/FUL

APPLICATION NO: 21/01652/FUL

WARD	Brentwood West	8/13 WEEK DATE	24 November 2021
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CASE OFFICER Ms Tessa Outram

Drawing no(s) relevant to this decision: 2521 02; 2521 07 REV F;

This application has been referred to committee at the request of Councillor Sarah Cloke for the following reasons.

- Design, appearance and layout
- Conservation of buildings
- Trees and open land
- Overbearing development – resulting in daylight and privacy issues
- Planning case law and previous decisions
- The need for the development – overdevelopment of Town Centre wards

1. Proposals

Planning permission is sought for the demolition of the existing detached garage at No.85 Crescent Road and the construction of a part two-storey part single storey side and rear extension to form a new dwelling, to include alterations to the internal layout of no.85, creation a front driveway and subdivision of the amenity area.

The proposal has been amended during the application process. The width of the extension has been reduced and the number of bedrooms of the proposed dwelling has been reduced to two. Other amendments include, minor alterations to fenestration, additional landscaping has been added to the rear and the external façade material has been amended to brickwork to match the front elevation of the existing dwelling. Neighbour were re-consulted on the revised plans

2. Policy Context

Brentwood Replacement Local Plan 2005

- Policy CP1 General Development Criteria
- Policy T2 New Development and Highway Considerations
- Policy T5 Parking

Emerging Local Development Plan (LDP) to 2033:

The Brentwood Replacement Local Plan 2005 remains the Development Plan and its policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the National Planning Policy Framework (NPPF). Due weight should be given to them, according to their degree of consistency with the NPPF - the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given.

The emerging Local Development Plan went through Pre-Submission (Publication Draft) Stage (Regulation 19) consultation early in 2019, with a further focused consultation later that year following revisions to the detailed wording of some of the proposed housing allocations. The plan was submitted to the Planning Inspectorate in February 2020. The examination hearing sessions opened in December 2020, concentrating on strategic matters, with hearings on more detailed matters held from February to July 2021. The Council proposes to make modifications to the plan and a six-week public consultation is currently being held, ending on 11 November 2021. The Inspectors will consider any representations made as a result of the consultation. Provided the Inspectors find the plan to be sound, it is anticipated that it could be adopted by the Council in early 2022.

As the emerging plan advances and objections become resolved, more weight can be applied to the policies within it. At this stage there are outstanding objections to be resolved, although issues have been discussed through hearing sessions and main modifications for soundness have been published. The plan provides a good indication of the direction of travel in terms of aspirations for growth in the borough and where development is likely to come forward through proposed housing and employment allocations. While the examination is a further step in progress towards adoption, because the plan has yet to be adopted it is still considered to have limited weight in the decision-making process.

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

3. Relevant History

- 93/00052/FUL: Erection Of Double Garage And Single Storey Extension Todwelling. -Application Permitted
- 21/00839/FUL: Demolition of existing single garage and construction of three bedroom detached dwelling with associated parking. -Application Refused

4. Neighbour Responses

Six representations were received including a petition, objecting to the proposed development. The concerns arising from the representations included:

- out of keeping to the street scene
- design is unsympathetic to Victorian building and unbalances the original building
- materials/render is not appropriate
- window proportions do not match host building
- front wall should be preserved
- loss of historic streetscape
- overbearing on neighbours by way of size, footprint and land levels
- loss of privacy to No.89 from front door
- nuisance from light at entrance door
- porch roof not shown on elevations and floor plan
- loss of light to living room and patio of No.89
- depth of first floor contrary to Design Guide Standard (15m)
- overlooking to No.21 from first and ground floor – due to levels
- terracing on No.85 is detrimental to occupiers
- loss of verdant front garden
- inadequate parking for No.83 and 85
- no cycle parking
- small and contrived gardens – which are overlooked
- small bedroom sizes
- inadequate bathrooms
- impact on children's safety from extensive building
- overdevelopment of the plot
- No.21 will be boxed in

Two additional representations were received following the re-consultation, additional comments included:

- impact on mental health from small garden and 'feeling caged in'
- hedge or planting on rear boundary would lead to shading
- proposed gardens would not receive adequate sunlight in line with BRE guidance
- cumulative impacts from No.83 and 85 developments on No.21
- No.85 has taken over half on No.21 Sussex's Road garden space.

5. Consultation Responses

- **Great Warley Conservation Society-** No comments received at the time of writing this report.
- **Highway Authority-** From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:
 1. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
 - i. the parking of vehicles of site operatives and visitors,
 - ii. loading and unloading of plant and materials,
 - iii. storage of plant and materials used in constructing the development,
 - iv. wheel and underbody washing facilities.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1.

2. Prior to first occupation of the development and as shown in principle on planning drawing 2521/07 Rev B, the vehicular access shall be widened to accommodate a suitable dropped kerb vehicular crossing of the footway to enable safe vehicle access to the parking layout. Full layout details and width to be agreed with the Highway Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

3. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

4. Prior to first occupation the cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

5. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local

public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

6. Summary of Issues

The starting point for determining a planning application is the Development Plan, in this case the Brentwood Replacement Local Plan 2005. Planning legislation states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant material considerations for determining this application are the National Planning Policy Framework 2021 (NPPF) and National Planning Practice Guidance (NPPG). Although individual policies in the Local Plan should not be read in isolation, the plan contains policies of particular relevance to this proposal which are listed in section 2 above.

Planning History

Planning permission was previously refused under application ref: 21/00839/FUL for a detached dwelling on this site, on the grounds of:

- representing a contrived and cramped design that would detract from the visual amenity of the area and erode the existing pleasant and verdant spatial quality of this part of Crescent Road.
- having a layout that was not compatible with surrounding development, amounting to small rear gardens, car dominated frontages and deficient amenity standards for the future occupiers
- being an overbearing form of development, leading to a detrimental loss of light and outlook to the occupiers of No.85 Crescent Road (host dwelling) and direct material overlooking and a loss of privacy to No.21 Sussex Road

This revised application seeks to overcome the previous reasons for refusal.

Design, Character and Appearance

The proposed side extension to form a new dwelling has been reduced in width to appear more subservient to the host building, the step back from the front wall and

lowered ridge height also aid in the extension appearing subordinate. The spatial gap between the host building and No.89 would also be increased and improved. Therefore, whilst the width proportion is still substantive it is not considered to be materially harmful in what is a varied and dense urban setting. The amendments made to the fenestration, to include sliding sash windows to match the host building along with the Flemish bond brick work to match will improve the appearance of the extension. The render to the front and rear is not objected to, given render is not uncommon within the area and the existing rear and side walls of the building are pebbledash render.

The amendments and extension to the rear at single storey are considered acceptable in terms of scale and appearance.

Overall, the amendments made to the extension to form a new dwelling would result in a less contrived and more appropriate development of the site. The proposal is not considered to be harmful to the character and appearance of the area and would comply with local policies CP1 (i) and (iii) of the development plan.

The matter concerning the loss of the historic streetscape as commented by a neighbour, is noted. However, the building, whilst Victorian has no historic designation or protection and the revised design is considered to be appropriate to the surrounding context.

The deficiencies in garden sizes, loss of soft landscaping to the frontage to facilitate off-street parking is materially unchanged from the previously refused application, albeit some separation planting has been added and the number of parking spaces has been reduced, which has improved the situation to a degree. However, these deficiencies are weighed up within the planning balance at the end of the report.

Impact on Neighbour Amenity

No.89

The occupiers of No.89 would experience a loss of light to their ground floor flank window, however given the room is served by another larger window to the rear that would be unobstructed and not in breach of the 45-degree rule (which applies to extensions and projections) it is considered this room would continue to receive adequate light and the impact wouldn't be unacceptable in this instance. The 25-degree rule only applies to buildings that are directly opposite each other, not side by side, and therefore does not apply to the flank window.

The two-storey element of the proposal would not exceed the rear of No.89, the single storey element is off set between 2.4 and 2.3 metres from the boundary and is of an acceptable depth. No.89 would not be adversely impact by the development from any undue overshadowing, loss of outlook or overbearing impact. The front door would face the flank of no.89, however it is considered the entrance door in this location would not

lead to a level of disturbance that would be adverse or form a clear reason to refuse the application. Any overlooking would be adequately screened from the boundary fence.

No.21

No.21 has a small private amenity area as existing, which has been reduced further by the construction of extension via permitted development in 2018/19, of which the LPA has no control. This proposal does not seek to reduce the size of No.21's garden by any greater margin.

The distance to the rear boundary shared with No. 21 Sussex Road from the first-floor windows of the proposed dwelling, is 14.7metres, which is marginally below the minimum Essex Design Guide standard (15m). The land level drops to No.21, as a result the existing boundary fence is below 1.8metres. However, this could be improved through additional fencing, privacy screen or boundary planting which can be secured through condition. The existing dense planting on the rear boundary aids in providing some privacy to No.21, and can be conditioned to be retained through a landscaping scheme. The amended drawings show the existing hedge/tree along the shared boundary with No.21 is retained.

An internal site visit has revealed the existing rear window of No.85 serves a bedroom and is unobscured, as a result a material degree of overlooking already occurs to No.21's small garden from the host building, this was incorrect in the previous officer report.

The two rear windows facing No.21 would overlook the roof of the rear extension and the flank of No.21. The side facing kitchen window of No.21 is partially screened by the ground floor boundary treatments, but some oblique overlooking may occur to this window. However, this a non-habitable room, the distance to the boundary is not unreasonable and mutual overlooking cannot be avoided in dense urban residential settings such as this. A condition for additional planting or screening along the rear boundary would mitigate the impact on No.21 and the overlooking is not considered to be materially worse than that which already occurs from the existing first floor window.

In summary it's considered the proposed development would not amount to adverse impacts on the living conditions or wellbeing of the adjacent occupiers in accordance with local policy CP1(ii). The mutual overlooking that would occur between gardens is weighted within the planning balance of the report.

Living Conditions of Future Occupiers

An additional site visit has been undertaken, including internally to No.85, the host building. The extensions and alterations made as part of the development, change the rear arrangement of the host dwelling No.85, providing an open plan kitchen and dining area and bifold doors onto the rear patio. The bathroom remains at ground floor, which is not the conventional norm for modern living, however this is unchanged from the

existing arrangement and would remain of a good size and is usable. Overall, it's considered this proposal relates more cohesively to the host building, all habitable rooms would be provided with light, outlook and ventilation and a small but usable garden is provided.

The proposed dwelling would have a floor area of 81sq.m which is above the minimum recommend within the technical housing standards for a two storey, 2 bed dwelling. Both bedrooms are also of an appropriate size and internal storage is provided at ground floor. All habitable rooms would also be provided with light, outlook and ventilation.

Amenity areas of 67 and 65sq.m are proposed as part of this development, which are below the recommended guidance within the appendices of the local development plan, which states 2 bed dwellings should provide a minimum area of 75sq.m and 3 beds, 100sq.m. Small gardens within urban locations are not uncommon, the gardens of No.89 and almost all dwellings in Sussex Road are also below standard. In this instance both gardens of the proposed dwelling and No.85, are of a usable shape, which would provide an area for seating, hanging washing and small planting areas. The central tree in No.85's garden is dead and can be removed, which would provide more usable space. It is noted that the gardens would face north and sunlight would be limited. Therefore, the gardens are deficient, but the design and layout of the scheme is improved overall and the gardens would provide a small area of amenity space for the future occupiers, within an urban location. Permitted development rights can be removed to prevent further extension and loss of amenity space, as is the situation with No.21 Sussex Road. A reason for refusal on the size of the amenity areas is not considered justifiable on this basis alone, but the harm is weighted within the planning balance at the end of this report.

Parking and Highway Considerations

The proposed development seeks to remove the existing garage and front wall and provide 4 parking spaces, one less than the previous application. Two are proposed for the new dwelling, 1 for the host dwelling No.85 and 1 for No.83. Resulting in the entire frontage being hard-surfaced.

The highway authority has raised no objection to the parking provision and arrangement. The site is located within a sustainable area within walking distance of services and public transport, the proposal would improve the parking situation to No.83 and would provide off-street parking for the host and proposed dwelling. The layout of spaces would allow for each dwelling to access the parking spaces independently which is acceptable and would not lead to disputes by way of the arrangement.

In the absence of any objection from the highway authority, the development is not considered to adversely affect highway safety and is considered acceptable subject to condition. Secure cycle storage can be provided within the rear garden of each dwelling,

there is no need for condition. The proposal overall would comply with local policies T2 and T5 of the development plan.

Other Matters

A majority of the neighbour objections have been addressed within the report above. Other matters are outlined below:

-No objections are raised in respect of construction safety which is matter covered by building regulations and health and safety legislation.

-The area to the rear of No.21 is within No.83's ownership and forms part of their rear garden. Aerial photos show this arrangement has existed for a period in excess of 20 years and is outside of the scope of this application, which does not seek to reduce the size of No.21's rear garden. Therefore, the comment that 'No.85 has taken over half on No.21 Sussex's Road garden space' is not afforded any weight.

-The development at No.83 is noted, however this was subject to planning permission and the impact on amenity was assessed as being acceptable given the single storey nature of the development and the distance to the boundary of No.21.

-Age, health status and background of applicants or residents is not a material planning consideration which seeks to protect the public interest.

Conclusion and Planning Balance

The minor deficiencies in garden sizes along with a degree of mutual overlooking between dwellings are noted. However, such standards whilst desirable cannot always be upheld in urban settings. The harm to living conditions of existing and future occupiers are not considered adverse and the revised proposal to provide a dwelling via extension would have a much-improved appearance in the street scene than the previous proposal for a detached dwelling, which appeared cramped and contrived. The loss of soft landscaping and the boundary wall along the frontage is not ideal, however this could be removed outside of the control of the planning system.

The benefits of approving the development would result in an additional 2-bed family dwelling within a sustainable brownfield location.

The local planning authority cannot meet its housing delivery targets¹, with an under delivery of approximately 533 homes over the last 3 years (55%) and the borough has an identified housing need.

¹

<https://www.brentwood.gov.uk/documents/20124/233256/Housing+Action+Plan+November+2021.pdf/750cf987-3c10-2a8c-32be-3f8906bb3c67?t=1637006976899>

The NPPF's presumption in favour of sustainable development states where a local plan is out of date (which includes local planning authorities that cannot demonstrate a five year supply of deliverable housing), that planning permission is granted. This is reinforced by the 'Brentwood Housing Action Delivery Plan' (Nov 2021) which states that if housing delivery falls below 75% the presumption in favour of sustainable development applies for planning applications for residential development. This is referred to as the 'tilted balance'.

The application site is not within a protected area or an asset of particular importance and the minor deficiencies identified do not significantly or demonstrably outweigh the benefits of the framework as taken as a whole, taking into account the provisions of paragraph 11 (Making effective use of land), which seeks to support the development of underutilised land and buildings and to give substantial weight to the value of using suitable brownfield sites.

In light of the above the application is recommended for approval, subject to the conditions listed below.

If the committee were to consider refusing the application, it should first apply the 'tilted balance' in favour of sustainable development as outlined in paragraph 11d(ii) of the NPPF. The committee will be aware of this issue from various appeal decisions reported last year. Those cases were on small urban sites where the Inspector raised objection to various aspects of the proposals but ultimately permitted them for their contribution to housing supply. In such circumstances permission should be granted for a proposal unless the harm of the development "... would significantly and demonstrably outweigh the benefits..." of an additional dwelling to the boroughs housing supply. This is quite a high level of harm to demonstrate. If the committee concludes that this level of harm would not be caused, it should approve the application despite its reservations.

7. Recommendation

The Application be APPROVED subject to the following conditions:-

1 TIM01 Standard Time - Full

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 DRA01A Development in accordance with drawings

The development hereby permitted shall not be carried out except in complete accordance with the approved drawing(s) listed above and specifications.

Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

3 U0043934 Matching materials

The materials to be used in the construction of the external surfaces of the building hereby permitted shall match those used in the existing building to include:

walls: brickwork to front elevation to match host building, in brick type, bond (flemish) and mortar, side and rear elevations shall consist of a rough textured render

roof: natural slate roof to match

windows: UPVC or timber sliding sash to match (casement opening is not accepted)

headers: stone window headers to match

Reason: In order to safeguard the character and appearance of the area.

4 U0043936 Landscaping

Prior to the occupation of any part of the development hereby permitted a scheme of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. The landscaping scheme shall include details of:

-the existing trees shrubs and hedgerows to be retained, the location, species and size of all new trees, shrubs and hedgerows to be planted or transplanted, those areas to be grassed and/or paved.

-all surfacing materials

-existing and proposed ground levels

The landscaping scheme shall be completed during the first planting season after the date on which any part of the development is commenced or in accordance with a programme to be agreed in writing by the local planning authority. Any newly planted tree, shrub or hedgerow or any existing tree, shrub or hedgerow to be retained, that dies, or is uprooted, severely damaged or seriously diseased, within five years of the completion of the development, shall be replaced within the next planting season with another of the same species and of a similar size, unless the local planning authority gives prior written consent to any variation.

Reason: In order to safeguard and enhance the character and appearance of the area.

5 PARK02 Forecourt parking

The area for parking identified on the approved drawing shall be provided prior to the first occupation of the development hereby permitted and shall thereafter remain available for parking the vehicles of the occupiers of the dwelling. The parking area shall not be used for the parking or storage of any caravan, boat or trailer.

Reason: To ensure that adequate on-site parking is available in the interests of highway safety and maintaining the character and appearance of the area.

6 WIN03 Obscured glazing (on drawings)

The windows identified on the approved drawings as being obscure glazed shall be:- a) glazed using obscured glass to a minimum of level 3 of the "Pilkington" scale of obscuration and b) non-opening below a height of 1.7m above the floor of the room in which the window is installed. The window(s) shall be installed prior to the first occupation of the building or use of the room of which the window(s) is installed. Those windows shall remain so glazed and non-openable. (Note the application of translucent film to clear glazed windows does not satisfy the requirements of this condition)

Reason: In order to prevent an unacceptable degree of overlooking of nearby residential properties.

7 BOU01 Boundary treatment to be agreed (gen)

The development shall not be occupied until details of the treatment of all boundaries including drawings of any gates, fences, walls or other means of enclosure have been submitted to and approved in writing by the local planning authority. The approved boundary treatments shall be completed prior to the first occupation of the development and shall thereafter be permanently retained and maintained.

Reason: In the interests of safeguarding the character and appearance of the area and living conditions of adjacent occupiers.

8 U0043937 Removal or permitted development rights for enlargement
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), the dwelling hereby permitted and No.85 Crescent Road shall not be extended or enlarged in any way, including dormer windows without the prior grant of specific planning permission by the local planning authority.

Reasons: To safeguard the living conditions of the occupiers of neighbouring dwellings and prevent the size of the amenity areas being reduced in the interests of the future occupiers.

9 CON1 Construction Method Statement

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. hours of working and hours during which deliveries may be taken at the site

Reason: In the interests of highway safety, visual and neighbour amenity.

10U0043939 Access

Prior to first occupation of the development and as shown in principle on planning drawing 2521/07 Rev F, the vehicular access shall be widened to accommodate a suitable dropped kerb vehicular crossing of the footway to enable safe vehicle access to the parking layout. Full layout details and width to be agreed with the Highway Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

11U0043940 Residential Travel Information Pack

Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

12U0043942 No unbound material

No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

13U0043965 Removal or permitted development rights for outbuildings etc

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order) no development falling within Schedule 2, Part 1, Class E of that Order ('buildings etc incidental to the enjoyment

of a dwellinghouse') shall be carried out without the prior grant of specific planning permission by the local planning authority.

Reasons: To safeguard the living conditions of the occupiers of neighbouring dwellings and prevent the size of the amenity areas being reduced in the interests of the future occupiers.

Informative(s)

1 INF02 Reason for approval (objections)

Reason for approval: The proposal would accord with the relevant policies of the development plan as set out below. The Council has had regard to the concerns expressed by residents but the matters raised are not sufficient to justify the refusal of permission.

2 INF04 Amendments to approved scheme

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

3 INF05 Policies

The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1, T2, T5, National Planning Policy Framework (NPPF) 2021 and NPPG 2014.

4 INF22 Approved Following Revisions

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

5 Highway Comments

-Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
Comments have been made on planning drawing planning drawing 2521/07 Rev B/D.
-The vehicle parking arrangements are acceptable as shown on this drawing.
-The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
-Although the proposed crossovers will exceed the width recommended in the ECC Vehicle Crossing Procedure, the extended width dropped kerb would allow space within the site to be utilised for parking and allow vehicles to enter and leave the highway in a controlled manner.

6 Highway Works

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

o SMO3 - Essex Highways, Childerditch Highways Depot, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD

BACKGROUND DOCUMENTS

DECIDED: